

AirshowStuff

Magazine



Inside:

Jenny's Journal
NASCAR's Memorial Day Airshow
C-17 Ride Along
Planes of Fame at Chino
Corsairs Over Connecticut
Photo Contest
Reports from the Field
and more!

June 2010

Click to turn the page

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Magazine

June 2010

Cover Photo

Five of the few remaining Corsairs taxi out together at Corsairs Over Connecticut Photo by Michael Rehbaum. For more, see page 40.

- 6** Jenny's Journal:
Flying With The Best
- 8** The Race Before The Race
RBAR Windsor Gets Set Up
- 10** Bud Mahurin Passes On
- 12** Let Freedom Race
NASCAR Celebrates Memorial Day
- 16** Northwest Florida Beaches Intl:
Cleared For Takeoff
- 20** Where The Knights Fly
- 22** Riding The Beast:
A Flight in the C-17 Globemaster III
- 30** Photo Contest
- 32** Planes of Fame in Chino
- 40** Corsairs Over Connecticut
- 48** Reports From The Field

How does this work? It's easy! If you are viewing the Flash version, you can click on any of the articles above to go directly to that page, or you can click on the corner to turn the page just like a real magazine. You can return here at any time by clicking the link at the bottom of the page.



Monthly
Photo Contest

If you are a photographer, pick your best shot and enter our monthly photo contest! Just take your photos at an airshow or airport and send them in to RS@AirshowStuff.com!

Photo Contest Rules

- Two entries per person per month.
- All entries must be your own work.
- All photographs must be from the current calendar year.
- Photos must be at least 1000 pixels on their longest side.
- The photographer retains all rights to the entered images.

We will review all of the entries and pick one winner and two runners up to get published. The winner will receive a free DVD set or 8x10 print of their choice from AirshowStuff.com. If you don't win, try again next month! Good luck!



See yourself here!

If you are an airshow enthusiast, we want your help! Everything you see in this magazine is created and submitted by people like you. All it takes is a simple e-mail each month with photos or articles you would like to submit. We may even be able to help you get a media pass if you cover a show for us! If you would like to join our team, please drop us an e-mail at RS@AirshowStuff.com We'd love to have you!

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Thanks to those who contributed to this issue!

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Flying With The Best

Article by Jenny Forsythe - American Barnstormer Wingwalking Team
 Photos by Adam Haley

Though he'll never acknowledge it or take credit for it, my pilot is someone who has proven over the course of the 5 years I've flown with him that his vast experience of flying the same plane for more than 40 years makes him the best darn pilot I know. His kind are few and far between, as Julie Clark noted this weekend. Walt and Julie - two "old timers," as they consider themselves - are among very few performers who have not only been flying the same show plane for several decades, but have flown every mile of cross-country themselves, never utilizing a ferry pilot as so many performers do. Being familiar with Walt's experience and trusting the wisdom I know he has when it comes to tough cross-country flights is the only thing

that kept me from #@^**ing my pants on our way to CFB Borden the first week of June.

What should have been a 7 to 8 hour day of flying turned into a 3-day trip due to lingering weather issues (most notably lake-effect fog) in the North-South corridor between Chatham and St. Thomas, Ontario. We had just passed over the Chatham-Kent Municipal Airport, perhaps 15 minutes earlier, heading east on day 2 of our trip, when we came upon a very low, thick and expansive layer of "scuz" between us and our intended fuel stop of St. Thomas. Discretion being the better part of valor, as Walt always says, he turned us back for Chatham. We took another look at the scarce weather reports for the area and, several hours later, attempted to

head east again. We pushed further to get a better idea of what we were up against and to see just how localized the "scuz" was, but upon finding ourselves inching lower and lower to the earth over the old bed of an abandoned railroad, and not being in familiar territory where we could trust that the current aeronautical chart has every last cell tower and windmill on it, Walt again turned us back toward Chatham. Unfortunately, the biggest issue in this case was the lack of weather reporting stations available for that particular corridor. With the help of some local friends (some new, some old), we enjoyed the local hospitality and waited for morning to (hopefully) bring clearer skies to the area.

Once again, Walt's experience

and wisdom with respect to flying VFR for all these years eventually paid off. That man knows how to read the weather, and even though reporting stations for that area are scarce, his first-hand view of the weather in that corridor gave him the knowledge he needed to know how to proceed. Though the weather looked more promising in Chatham in the morning, we sat tight while Walt waited for the weather updates from the various areas not only around London and east, but for the area we were currently in and west. One of the most important rules Walt has taught me through the years is to not only know what the weather is doing at your destination, but to also be aware of what is expected in your current area so that once you're in flight your back door doesn't slam shut on you! So while an inexperienced cross-country flyer/passenger like me declared the weather good enough by 9 a.m., Walt had the wisdom and patience to wait that extra hour to make certain the weather was stabilizing in the areas we were able to get reports from.

Even with the extra wait, we had a big challenge ahead as that corridor still had some lingering "scuz". As always, Walt not only had one intended path of flight in mind, but he had already thought ahead to a secondary path and that's the one we ended up having to take further north of St. Thomas and over to Brantford. Just a little while before we hit the North-South line between Lon-

don and St. Thomas, we had to fly through an area at a very low altitude. We could still see ahead of us, but not nearly as much as I was used to. We were just barely (it seemed, at least) above the tops of the silos and water towers, not to mention power lines. I'm sure we were higher than I perceived at the time, but it was far closer than my brain was telling me I'd like to be, especially in the low-visibility conditions. At the heart



of the "scuz" line we cleared over a maze of some high-tension power lines and that's about the point where my heart was jumping up into my throat. Part of me wanted to bury my head in my duffle bag which rides on my lap in the front seat and drift off to la-la land, but the practical part of me kept my eyes on the surroundings to make certain that I could help Walt, if necessary, as a second set of eyes scanning for unexpected high ob-

jects. So, I started saying some prayers and knew that if Walt was pushing forward, it was only because he knew he could.

That man knows his limits and he's never been afraid to turn around before if he felt he hit his limit. So, though it felt as though we were taking a leap of faith into the heart of the fog line, shortly after clearing that maze of power lines, visibility started improving and shortly thereafter I was able to see the city of London, ON off to the north and at that point I knew we were beyond the worst of it.

We made our stop in Brantford for fuel and then pushed on for Borden. Though the earlier heavy rains kept us from being able to safely land fully-loaded at the base's grass airfield, we went into the holding pattern as we watched Kendal Simpson do his practice performance and then we flew in and buzzed the show line a couple times to get a closer look at where we would be performing over the weekend. Never before have I been so happy to get to a show site! There is no other pilot in the world that I would have rather been with as we traversed the toughest cross-country flight I've experienced to date - and hope to ever experience. And, of course, no matter what the conditions, I still feel safer in the air with Walt Pierce and Ol' Smokey than I ever will on the highways with countless strangers.

www.AmericanBarnstormer.com

The Race Before The Race

Pre-race Setup for RBAR Windsor

Article and Photos by
Ryan Orshinsky



Note: this was written before RBAR Windsor took place. Check back next month for coverage of the race itself!

The Red Bull Air Race will be returning to Windsor June 5th and 6th, and that means preparations are underway. It takes about two weeks worth of work to put together what you see on race weekend along the Detroit River and at Windsor Airport. For setup to begin however, all 380 tons of Red Bull Air Race equipment, aircraft, and material has to be flown in on seven 747 transport aircraft. In Windsor's case it also had to be loaded onto trucks and brought across the border after the aircraft land at Detroit Metro Airport. Throughout the various stages nearly 400 trucks are expected to be used to accomplish this.

Once equipment starts to arrive the setup is set in motion, beginning with several of the race aircraft. Each pilot has his own crew that comes in ahead of time to reassemble his aircraft. Less than two weeks out from the event, setup begins on the temporary hangars, control tower, media locations, lounges, etc. at the race airport and along the race location. For this to be completed, approximately 150 Red Bull Air Race workers are brought in. In that two week period these workers have everything built, in place and ready to go for the race.

For more info on the Red Bull Air Race, visit:
www.RedBullAirRace.com



WWII Ace Passes On Walker "Bud" Mahurin



Mark Hrutkay

Article by Mark Hrutkay

On May 11, 2010, Walker "Bud" Mahurin eased back on the stick and pulled up the gear for the last time. He died peacefully in his home in Newport Beach California at age 91.

Bud was born in Benton Harbor, Michigan in 1918 and joined the Army Air Corp September 1941 just before Pearl Harbor. He had the distinction of being the only pilot to shoot down enemy aircraft in Europe, the Pacific and in the Korean War. Most of his kills were in a P-47D Thunderbolt, like this one owned by the Planes of Fame Museum in Chino.

He was America's first double Ace in WWII with 10 kills. He was the 56th Fighter Group's first Silver Star recipient. That score later rose to 19.75 (sharing victories with other pilots) before he had to abandon his damaged Thun-

derbolt over France in March of 1944. He made his way back to England with the help of the French Underground. He was not allowed to return to action to protect the Underground if he was shot down again.

Bud was reassigned to the Pacific as Commander of the third fighter Squadron in the Philippines. He scored another kill on a Japanese bomber in a P-51 Mustang. He was again shot down by groundfire and rescued from his life raft. His total victories in WWII were 20.75.

He went on to serve in the Korean War flying an F-86 Sabre with the 51st Fighter Interceptor Wing, scoring another 3.5 kills. Ground fire got him again and he was shot down for a third time in May of 1952, and was taken prisoner. He spent 16 months in a POW camp

with daily torture and brain washing. He eventually retired from the Air Force in 1956.

Bud is survived by his wife of 40 years, Joan, as well as three children and seven grandchildren. He is scheduled to be buried in Arlington National Cemetery on August 11, 2010. His legacy will live on forever.



USAF Photo



Mark Hrutkay

Mark Hrutkay



USAF Photo



Let Freedom Race

NASCAR Celebrates Memorial Day



Article and Photos by
Ricky Matthews

The Coke 600 is NASCAR's longest race, but even before the action begins on the track, Charlotte Motor Speedway offers a thrilling pre-race show to the fans. This year's theme was "Let Freedom Race", in recognition of Memorial Day. In honor of all soldiers, past and present, the speedway gathered airplanes from all over the United States to perform flyovers and represent the soldiers of their respective eras. As a WWII salute video played on the TVs in the infield, a B-17 and two P-51 Mustangs, one piloted by Roush Fenway Racing owner Jack Roush, roared over the track. To represent the Korean War time period, a C-47 and T-6 were brought in to fly over. When the time approached to pay respect to Vietnam, an A-1 Skyraider banked in from turn four. After the Skyraider departed, two Little Bird helicopters entered the track from turn two with soldiers hanging on, ready to deploy on the front stretch and secure the track. Two enemy tanks were positioned on the front stretch near turn one, and the entering troops proceeded to destroy the enemy.

As the opening ceremonies began, the US Army Golden Knights jumped onto the track, performing their fast assault jumping and formation demonstrations, wowing many of the fans at the track. Four F-15 Strike Eagles from Seymour Johnson AFB concluded the pre-race airshow by roaring over the track as the national anthem ended, a final salute to all who have been lost while defending our country. Freedom is not free.





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Northwest Florida Beaches International: Cleared for Takeoff

Article and Photos by Brandon Marchek

A few short miles from Panama City's white-sand beaches and emerald-green waters, hundreds gathered to celebrate the Grand Opening of the Northwest Florida Beaches International Airport (ECP). This project, nearly fifteen years in the making, officially opened its doors to the public May 23, making it the first international airport to be designed and built within the United States since September 11, 2001.

In an effort to increase domestic and international traffic, while dealing with rising world security concerns, ECP replaces the antiquated Panama City-Bay County

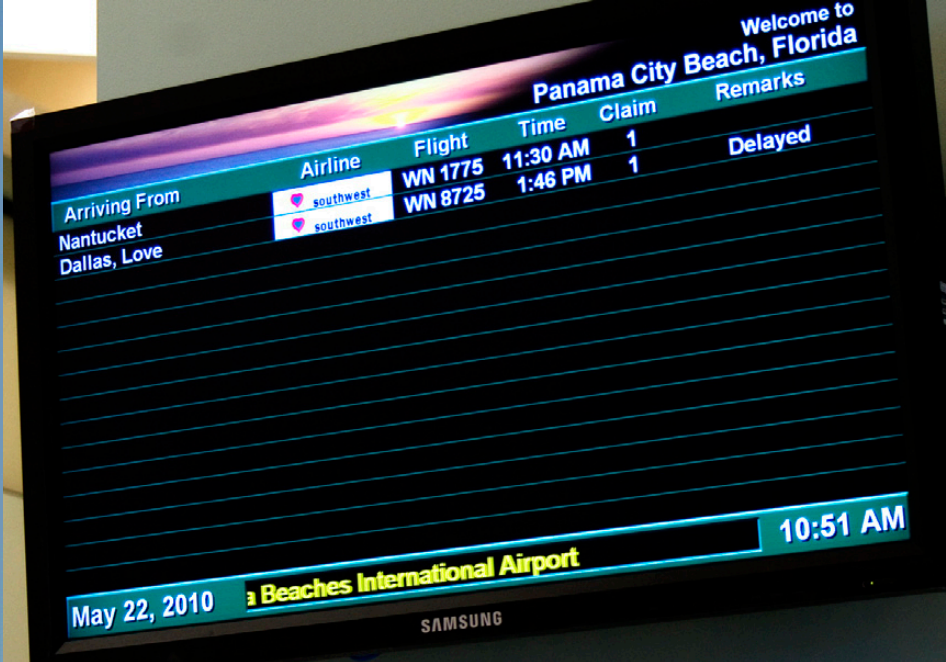
International Airport (PFN) built in the later 1930s. Located just north of Panama City, near West Bay, ECP sports a much larger and more modern terminal than its predecessor. Along with its many security modernizations, ECP's terminal is also a Green building, making it the first LEED (Leadership in Energy and Environmental Design) Certified airport terminal in the United States.

The celebration kicked off early with a performance by the Merritt Brown Middle School Band, as well as the Arnold High School Jazz Band right outside the terminal doors. The Grand Opening

ceremony began just before noon with speeches by Governor Charlie Crist and Senator Bill Nelson. Following their speeches and ribbon cutting, three Tyndall F-15s made a spectacular flyover and the first use of the new 10,000-foot runway came with a surprise touch-and-go landing from a Tyndall F-22 Raptor, piloted by Major Stephen Cox.

The first Southwest flight, piloted by Captain William Martin and First-Officer Dave Colunga, was met with a water cannon salute, an abundance of applause and music by the Bay High School Band, as it touched down fifteen





minutes earlier than expected. The flight, which carried more than 70 Southwest employees, celebrated the much-anticipated arrival of Southwest Airlines to the Northwest Florida region. Previously at PFN, Delta CRJ-200s were the main carrier, providing flights only to Atlanta and Memphis. Although Delta continues its service at ECP with larger MD-88s, the addition of Southwest allows passengers to look forward to flights to more locations including Baltimore, Houston, Nashville and Orlando.



Northwest Florida Beaches International is still undergoing construction as it continues to grow in the next few months. Plans to include a 5,000-foot crosswind runway are also in the works.



For more information about Northwest Florida Beaches International, or to book a flight, visit: www.IFlyBeaches.com

Where The Knights Fly



Article and Photos by
Ryan Sundheimer

For the second year in a row, I was invited to join the US Army Golden Knights in their C-31 jump plane at the Southern Wisconsin AirFEST in Janesville, WI. This time I rode with the Black Demonstration Team, led by SFC William Fleming. Following the streamer drop at 2,000 feet, we circled up to 12,500 feet above the ground while in a holding pattern. At the designated time, two jumpers walked to the open rear doors, stepped out, and saluted as they fell away into the blue. Usually the first pass would see only one jumper exit and deploy the American flag, but because the Canadian Forces Snowbirds were present, the second jumper was needed to deploy the Canadian flag. After another dry run, the rest of the team crammed into the rear of the aircraft and exited all together. Once in freefall they maneuvered into formation with each other before splitting away to open their parachutes.

The aircraft crew chief then walked back and shut the two large doors, allowing the pilots to perform a rapid spiral descent in preparation for a flyby. Once the jumpers were on the ground and standing in formation, we turned inbound and skimmed the trees towards the airport. Our flyby directly behind the saluting team members concluded the performance for the day.

I want to thank the Southern Wisconsin AirFEST, and the US Army Golden Knights for allowing me to join them once again for what is always an exciting experience. Be sure to check out my video of the flight in the AirshowStuff RideAlong! videos section.



RIDING THE BEAST

A Flight on the C-17 Globemaster III

Article by
Christopher Roberts



The C-17 Globemaster III is built like a bus, yet it has the heart of a Corvette. If you have ever been lucky enough to see this cargo plane fly a demo at an air show it is a sight to behold. The Globemaster III, which some refer to as “Barney” or “Moose”, can climb, turn, and bank with the best of them, and you’d swear that the pilots think they are flying a fighter jet. Recently I had the great privilege to see first hand myself, from inside, what this awesome bird is capable of.

About 60 miles east of downtown Los Angeles sits March Air Reserve Base, home to the 452nd Air Mobility Wing, and the 729th Airlift Squadron. The 729th squadron flies the C-17 Globemaster III. It is a relatively new aircraft to the squadron, which had been flying the venerable C-141 Starlifter up until 2005. The 729th’s main purpose is to transport troops and supplies all around the globe. In addition the squadron has flown humanitarian relief, aeromedical flights, and airdrops of supplies and paratroopers. However on this day the C-17 and the crew of the 729th would showcase the aircraft’s capabilities to those lucky few who got a chance to take a ride.

Our flight started with the C-17’s patented thrust-reverser backwards taxi. First the Globemaster’s intricate transformer-like cargo door opens up so that the crew can help direct the pilots. The C-17 is one of only a few aircraft in the world that can taxi itself backwards. As it does so the



Kevin Helm



Christopher Roberts

view from inside is an interesting one which resembles a “picture frame” of the world whizzing by. Once we backed up the door closed with a loud bang and within a few minutes the plane taxied to the end of the 13,300 foot runway at March ARB. While sitting at the end of the runway with brakes on and full engine power I could feel the C-17 fighting against the applied brakes, wanting to lurch forward and leap into the air. Soon the brakes were released and we started racing down the runway. Although March ARB has a long runway, the C-17 needs as little as 3,000 feet to get airborne. Lt-Col Paul Thompson and Capt Seth Ewalt immediately demonstrated the aircraft’s steep climb capabilities on takeoff as we shot up into the sky at a high angle of climb. Sitting in the back of the aircraft I could feel my face droop as the plane pulled a couple of Gs on takeoff, and while I’m sure it wasn’t a lot it was still an impressive feeling for such a large plane. During the climb out there was lots of rattling going on inside the cargo area, metal medical litters hanging high in the aircraft, and huge cargo tie downs could be heard banging around. Shortly after we were airborne the plane made an immediate turn to the south and headed for San Diego. This was also the first chance the guests in the plane were “free to move about the cabin” so to speak. Of course the first spot I wanted to visit was the flight deck. I soon made my way up the crew ladder to the cockpit and grabbed



Christopher Roberts

a seat behind the co-pilot. I was blown away by the view that the crew had. Up until this point I can only compare this flight to a commercial jet, in which you have a small window which looks out the side. The cockpit windows in the C-17 are huge, and they offer a great sensation of flight that I’ve not had in a 737. We were cruising over San Diego at 11,000 feet and the Globemaster III was darting in and out of cumulus clouds. I wanted to stay in the cockpit for the rest of the flight, but I soon got a tap on the shoulder to reluctantly gave up my seat. Soon the plane banked hard to the right (I might add that an empty C-17 banks hard, and if you are standing you might find yourself thrown to the side of the

plane easily) and we headed out over the Pacific Ocean towards NALF San Clemente Island. When we were cruising at 13,000 feet and about 40 miles off the coast, Loadmaster Tsgt Michael Carrier got on the plane’s PA system and asked us to take our seats. Tsgt Carrier informed the group that the pilots were about to demonstrate the aircraft’s max decent capabilities. During this maneuver, the aircraft’s thrust reversers deploy in flight and the aircraft descends at 17,000 feet per minute. Tsgt Carrier saved us all the trouble of doing the math in our heads, informing us we could be at the surface in 40 seconds. It was a strange sensation because the plane didn’t nose dive, but rather just dropped out of the sky.

After about 10-15 seconds the plane’s engines roared back to life and we continued on to NALF San Clemente Island. The next stop on our journey was a simulated approach into NALF San Clemente Island. The plane got down to 250 feet AGL and flew the length of the runway, then proceeded to make a tight right turn, and head to the north-east. Since there are only six small windows in the cargo area of the C-17 (which are all placed at specific spots to do flight checks), it is very easy to get disoriented and not know which way the plane is going. This made it a perfect opportunity to head back up to the cockpit to see where the plane was headed. I was very surprised to see us flying right by Avalon on



Christopher Roberts
Christopher Roberts



Christopher Roberts





Christopher Roberts

Catalina Island. I'm sure the folks in Avalon Harbor got a great view of the plane just off shore. Next the C-17 headed back towards the coast. We went feet dry right around Camp Pendleton in Northern San Diego County, then it was a quick turn towards the north for our inevitable return to March ARB.

I soon found out that I was going to get the unique opportunity to ride shotgun with the crew on landing. I made my trek back up

to the cockpit for the third time, and this time I strapped myself into the seat and wasn't leaving until we parked. It was a moderately windy day in the Inland Empire, which made for truly clear skies and unlimited visibility from the flight deck. The snow capped San Gabriel and San Bernardino Mountains passed by to the east, and I could make out downtown Los Angeles to our west. On our return trip we were sent to a holding pattern to the east of the

airfield to allow the F/A-18 Super Hornet team to finish their practice demo. This was perfectly fine with me because it meant more time in the cockpit. We finally headed towards the base, and LtCol Thompson and Capt Ewalt lined up the giant bird directly on the center line. They brought the Globemaster in with the utmost of ease, so much so that those in the cargo area didn't even know we had touched down.

Soon our trip was done and we taxied back to the flight line and de-boarded the plane. I felt very fortunate that the kind folks at March ARB gave me the unique chance to experience something most don't get to do. When I was up flying with the 729th, I got the opportunity to talk to Tsgt Carrier. Carrier has been a loadmaster ever since he's been in the US Air Force, and he has logged over 4,000 hours in the C-17. He said he's flown all over the globe

in the Globemaster III, and has even had his C-17 shot at in Iraq and Afghanistan. Yet, Tsgt Carrier couldn't begin to convey to me how much he loved his job. His enthusiasm for his job seemed to be very contagious. As I have said time and time again I am pleased to know that Tsgt Carrier and many others like him are defending our freedoms and this great nation.

Many thanks to the entire flight crew, including safety pi-

lot LtCol Ken Goode, Loadmaster Tsgt Geoff Parish. Also to those on the ground: The Beacon Editor Megan Field Just, all the airman at March Air Reserve Base, the United States Air Force, and especially PAO Sgt Megan Crusher who made it all possible. Also thanks to fellow AirshowStuff writer Kevin Helm for working hard to get us on the flight and for letting me beat him at rock-paper-scissors.



First Place - Charlie Lai (22 points)
Third Place - Al Sauer (12 points)



Second Place - Al Sauer (17 points)



Monthly Photo Contest

Congratulations to the winner of the June photo contest - Charlie Lai! If you want to see your photos here, be sure to enter next month's contest! The rules are on the inside cover. Thanks to everyone who entered!

Judging: Each judge selects their top five pictures. Their first choice gets five points, their second choice gets four, and so on. The points are added up and the one with the most points is the winner.

Fourth Place - Michael Pentrak (7 points)

Fifth Place - Jonathan Roberts (4 points)



2010 Warbird Airshows: Planes of Fame - Chino, CA



Michael Rehbaum

Some air shows boom and zoom while others feature a way to step back in time and experience aviation of times past. Although there can be quite a few different featured acts at different air shows, the two most common kinds of air shows tend to be jet team shows which will feature acts such as the Blue Angels or the Thunderbirds and warbird focused shows.

Jet shows are numerous and feature loud, fast, jets showing off their incredible power and maneuverability. These shows tend to be crowd favorites and draw in large numbers of people from a diverse cross section of a region's population. The warbird shows are often nowhere near as large

and they tend to draw a different type of crowd. Warbirds are classified as historic aircraft that had some affiliation with the military. Many of these aircraft were once at the top of the fast and agile pack, but history has pasted them by. But it's that history that acts as a draw for people to come see these aircraft fly. Although there are a large number of jet team based shows in the world, there are only a handful of true warbird shows. This series will take a look at four of the biggest warbird shows that happen annually in the United States. These four shows are well known to most warbird enthusiasts as they exhibit aircraft that are hard to see fly anywhere else. The four shows

that this series will look at are the Planes of Fame Air Show in Chino California, Mid-Atlantic Air Museum's World War II Days in Reading Pennsylvania, The Historic Air Groups "Greatest Show on Turf" in Geneseo New York and the Yankee Air Museum's Thunder Over Michigan in Ypsilanti, Michigan.

The first of these four shows is the 2010 Planes of Fame Air Show in Chino, California. Planes of Fame is well known within the Warbird community. They have a very large collection of flyable aircraft. Many of their aircraft are one of a kind and the museum works hard to keep many of these aircraft airworthy. The yearly air show in Chino often draws in visitors from as far away as New

Zealand or Japan so that they can get a chance to see some of these rare aircraft fly.

Each year the air show has a salute based theme. This year's theme was "A Salute to the Greatest Generation." As the years pass fewer and fewer of the members of the greatest generation are around to share their memories of the Second World War. This year's theme gave Planes of Fame a way to salute the veterans and to feature several discussions led by former pilots as to what their experiences were like. The veterans that were able to attend the event included John Aliso, Bud Anderson, Vi Cowden, John Doolittle,

Bill Holloman, Huie Lamb, Wilbur Richardson and Bill Spengler. Hearing these men share their war time experiences truly helps to illustrate why people of that generation are considered the "Greatest Generation" by many historians and news personalities. It also served to anchor the crowd in the fact that although they might be there to see these historic aircraft fly, it was the men in the cockpits that truly got the job done. These speakers had two opportunities to speak over the air show wide P.A. system and both of these speeches drew quite a crowd to the covered tent where they were speaking.

As with most air shows Planes of Fame has a large number of vendors that sell everything from Chili Cheese fries to the latest in aviation videos and toys. One vendor that stood out this year was Patrick Cherry. Pat is an artist and he specializes in drawing caricatures of airplanes. He has an amazing collection of superbly detailed work that is reasonably priced starting at around \$30. He does custom work for an exceptionally affordable rate too, so you can get something that had your old airplane or unit markings on it for less than you'd think.

After the speakers had a chance to tell their stories the



Mark Hrutkay



Michael Rehbaum

Christopher Roberts



show changed gears as a formation of P-51 Mustangs joined by the museum's just restored A-36 Apache took to the skies. Saturday featured the A-36 flying in the missing man formation with a P-51A, P-51B and a P-51D. This formation alone would cause many warbird enthusiasts to be-

come wide eyed. It's not often that a flight of such diverse types of Mustangs takes flight together. Seeing them fly in the missing man formation really was a fantastic way to start the show. The A-36 was being flown by none other than the Museum's lead pilot and President Steve Hinton.

It's always a treat to get to see Steve at the controls of any aircraft. As is often the case he kept the formation tight and fast to the delight of the audience.

The civilian acts at the show included the Silver Wings wing walkers piloted by Hartley Folstad. Margaret Stivers is the acrobatic wing walker that makes walking on the wing of a Stearman Model 75 Kadet look like anyone could do it. The kid friendly "Tumbling Bear" piloted by Rob Harrison performed acrobatics in his Zlin 50. The announcer is none other than his wife. Their show really reaches out to children to help get them interested and motivated about aviation. Clay Lacy also flew his "Special Ops" Lear Jet in an elegant acrobatic show. It is truly a different sight to see a Lear Jet performing low G acrobatic maneuvers.

Once the civilian acts were finished the real stars of the show began to perform. The first group of Warbirds to take to the sky was the Naval aircraft. This group of aircraft included the museum's extremely rare A6M5 Zero. The museum's example is the only one in the world to be flying with its original Sakae engine. This engine has a very distinct tone. Hearing it fly is almost as exciting as seeing it. While there are other flying examples in the U.S. and world, the only place you can see one that doesn't have an American engine in it is in Chino, California. The other aircraft that flew with this group included two F6F Hellcats, a F8F Bearcat, a Fariy Firefly and



Steve Klett



Michael Rehbaum



Steve Klett



Steve Klett Michael Rehbaum



both a F4U-1 and F4U-4 Corsair. The Planes of Fame F4U-1 Corsair is unique in several ways. First of all it is actually a Vought built F4U-1 and not the much more common Good Year FG1-D variant. Second of all, according to the Planes of Fame, it actually has a war time combat record. Also included in this group was an AD1 Skyraider, SBD Daultless, TBM Avenger and a T-28 Trojan.

Another one of a kind aircraft that flew this year was the Museums N2M Flying Wing. This aircraft served as a test bed for the Northrop B-35 and B-49 flying wing bombers. The all yellow aircraft was saved and restored by the museum. It hasn't flown in several years but is fresh out of an engine overhaul and made several passes over the crowd. It is quite easy to see the leap from the N2M to the current B2 Stealth Bomber.

In the middle of the day several Reno air racers took to the air to do a mock Reno style air race start. Unfortunately on Saturday Air Show Buzz's T-33 was unable to participate, but the Reno air racers were able to do the demonstration on their own. The highly modified P-51 Strega was flown by none other than Steve Hinton Jr. Steve just won last year's Reno air race and is the son of Museum president Steve Hinton Sr. One can imagine that Steve Sr. is quite proud of his son who was the youngest civilian pilot to ever qualify to fly the P-51 Mustang.

One of the yearly highlights of the Planes of Fame air show is the



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Christopher Roberts



Christopher Roberts

Korea flight that traditionally features the museums F-86 and Mig 15 engaging in a mock dog fight. This year the museum added a T-6 Texan and a T-33 (which became a pair of T-33's on Sunday) to the show. The T-6 performed

as a Forward Air Control (FAC) aircraft and the pilot's radio calls were sent out over the PA system. This drama added a lot to the presentation as the FAC T-6 called out that Migs were in the area and the two T-33's (performing the

role of their P-80 brother) scooted out of the area to survive to fight another day. Then the F-86 was scrambled off of runway 21 to go after the Mig. The calls and scramble of the F-86 really was Goosebump inducing and made what otherwise would have just been a fast formation flight mean so much more.

Later in the day the aircraft of the Army Air Force were featured. This flight included three different P-40's, several P-51's, one of two P-38's in attendance, and two B-25 Mitchell's including one freshly painted in Soviet Lend Lease colors. But this year's show was special for another reason. There were 14 P-51 Mustangs that not only were in attendance, but flew in the show. To see and hear 14 Mustangs in the air is truly a sight to behold. The Mustangs also flew "cover" for Lyon Air Museum's B-17 Fuddy Duddy. The flights of the P-51's took to a circular pattern around the field and at times flew above the B-17 that was on its own circuit. It really gave the impression that the audience was back in 1943 watching bomber formations over German. The P-51's also formed up into a large formation together. This made for a fantastic flight as all of the P-51's flew over together.

One of the highlights of many air shows is the Heritage flight. Planes of Fame did not disappoint with a P-51B flying in formation with two P-38's and an Air Force F-16. On Sunday the two P-38's also put on an extended performance with Steve Hinton behind



Steve Klett

the controls of the museums P-38 "23 Skidoo".

Other performers included the Horseman P-51 demonstration team, the USAF Viper West Demo Team, and the USAF C-17 Demo that closed out the show. Using the C-17 to close out the show really is an odd choice. It seemed anti-climatic after all of the fast paced war birds. The Horseman put on a three ship P-51 demo that showed just how well a group of three P-51's can be flown in formation. The combination of the formation flying in the air and personalized theme music on the ground made for an elegant show.

The 2010 Planes of Fame air show presented a wide variety of aircraft. About the only nega-

tive thing that an attendee of the air show could say would be that the smog from Los Angeles really is apparent in the area surrounding the Chino Airport. So although it is an amazing air show to see aircraft, it isn't the best air show to photograph aircraft. None the less there were a large contingent

of professional photographers in the crowd to capture these beautiful and unique aircraft.

Next month check back in to read about the Mid Atlantic Air Museum's 2010 World War II days. This show truly captures a mix of aircraft, ground vehicles and World War II reenactors.



Michael Rehbaum

Corsairs Over Connecticut

Article and Photos by
Michael Rehbaum



Maybe it's the deep -throated roar of the Pratt and Whitney R-2800 radial engine, or the distinctive gull shaped wings. It could be the fact that many adults were introduced to warbirds thanks to its starring role in the 1970's TV Show Baa Baa Blacksheep. Whatever it is, the Vought F4U Corsair has quite a passionate following. Unlike its World War II and Kore-

an War contemporary, the North American P-51 Mustang, only a few Corsairs are still airworthy. Due to this fact any air show that advertises multiple Corsairs becomes a must see show for Corsair fans everywhere. In the past ten years four airshows come to mind that have used the Corsair as a tool to draw in crowds. The first was The Gathering of Corsairs and

Legends at Mt. Comfort Airport outside of Indianapolis in 2002. The second was the first Corsairs Over Connecticut in 2005. The third was the 2009 Geneseo airshows Salute to Naval Power that attracted three Corsairs. The final show was this show, the second Corsairs Over Connecticut. This years show was able to attract a total of five airworthy Corsairs.

The Sikorsky Memorial Airport in Stratford has a rich history. Not only was it the base for Vought's Corsair operations, it also was the first place that a fully controlled helicopter ever flew. Although the helicopter flights were limited to an U.S. Army CH-47 and a Connecticut Police Bell 204 Huey on Sunday, the real reason for Sikorsky airfield's fame was apparent

as soon as the Corsairs started arriving. By Friday afternoon three of the five Corsairs were already lined up and ready to have the public take an up-close look at them. The final two aircraft flew in each day for the show itself because they were located just across the water on Long Island and were shared with the Jones Beach Air Show.

The show also featured a special photographer's pass that allowed purchasers access to the field late Friday night for sunset shots and a night time run up of the Collings Foundations F4U-5NL. The -5NL was bathed in the lights of the airport's Oshkosh fire truck and the photographers were given an opportunity to take pictures of the airplane while the





engine ran for around eight minutes. Following the run up of the -5NL, the museum's Pratt and Whitney R4360 was run up on its engine test stand. Watching this noisy beast sputter to life was quite a treat. Before finally turning over, and to the delight of the crowd, the engine let off one gigantic back fire that was powerful enough to shake cameras on their tripods.

Another highlight of this show was that photopass holders were given both models to photograph with the aircraft on Saturday morning and reenactors to

work with for the entire weekend. One of the reenactors, Frank Andruss of Massachusetts, came in his completely authentic 1940's United States Navy flight suit. Additionally he put his impressive collection of WWII memorabilia and autographs on display at the show too. Frank was there the entire day and with the permission of the pilots even posed inside the aircraft. One thing that helped with Frank's reenacting is how much he looks like World War II Marine Corps Ace Greg "Pappy" Boyington. These additional "perks" really gave the pho-

tographers in the crowd a lot to make their images stand out from the standard air show pictures.

Saturday and Sunday featured flying by a few other aircraft before the Corsairs took to the skies. The Disabled American Veterans B-25 Panchito flew several low passes, delighting the crowd with its open bomb bays and doing mock dive bombing runs on the field. A PT-23 flew, showing what a primary trainer looked like. This was where a lot of Corsair pilots would have started to learn more about flying. Joe Edwards flew a demonstration with his T-28 Tro-

jan. An L-39 also did several high speed passes for the crowd.

The stars of the show were, without a doubt, the five Corsairs (well six really. But one of them is the old gate guard for the airport, and its flying days are numbered). The five in attendance were The Collings' Foundations F4U-5NL, the Military Air Museum's FG1D, Tom Duffy's FG-1D Marine's Dream, the American Air Power Museum's FG-1D Skyboss, and an F4U-5. Marine's Dream and Skyboss both flew in after participating in the Jones Beach air show that was only a short flying dis-

tance away on Long Island. Once all five aircraft had arrived they were lined up so that you could see what the field might have looked like in mid-1943 when it was used for testing thousands of Corsairs before sending them off to battle the Japanese in the Pacific.

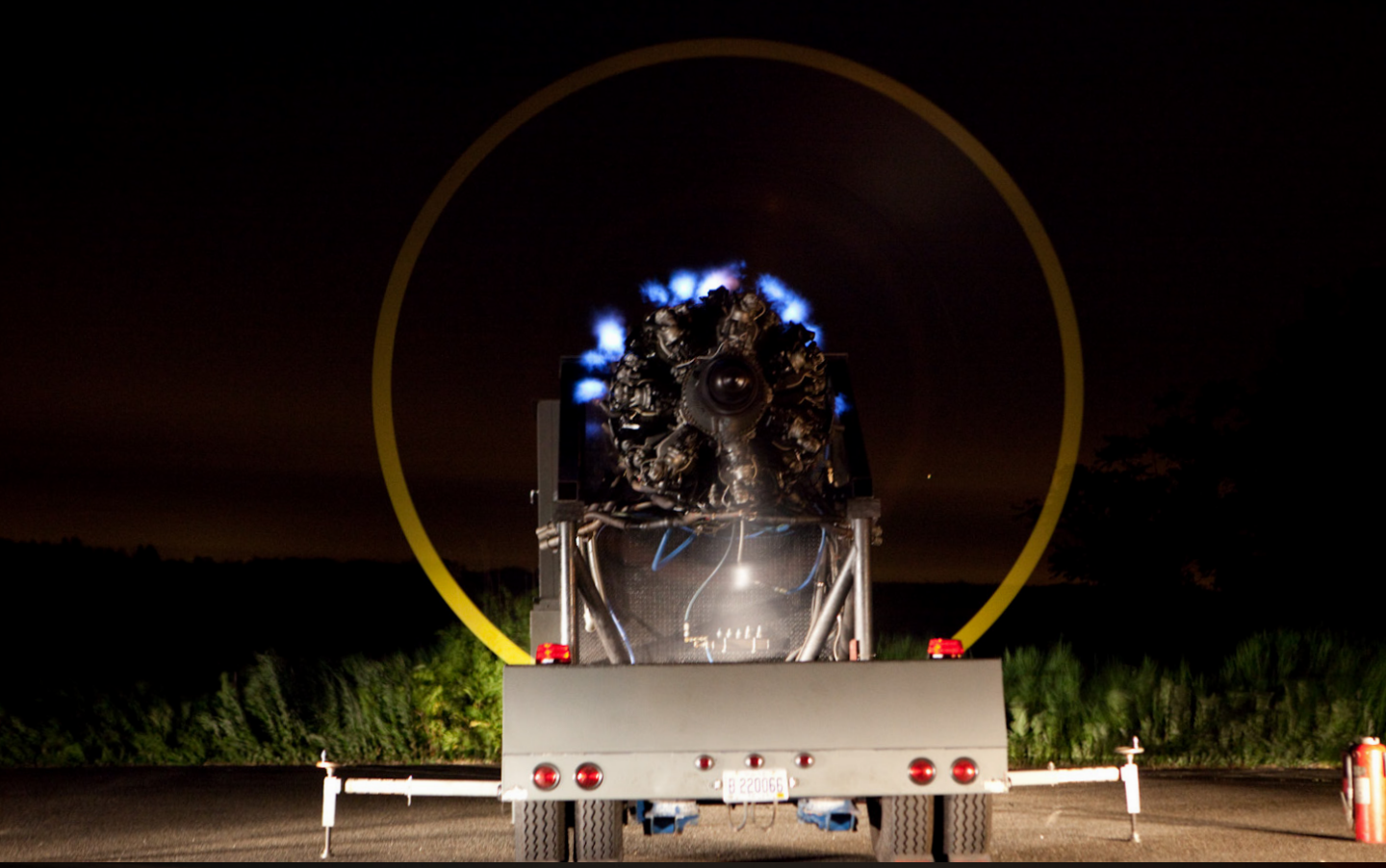
At 3:30 on both Saturday and Sunday the five Corsairs took to the air. Four of the Corsairs formed up together while Tom Duffy put on a solo show in his FG-1D. The flight of four took turns with Duffy flying past the air field. If you've ever seen formation flying, you

know how elegant it can look. Air shows often feature P-51s doing formation flying in flights of four, but it's an incredibly rare treat to see four Corsairs flying in formation like they did at this show. Before Marine's Dream and Skyboss headed back to Long Island, the four aircraft flew by in a missing man formation to honor all of the veterans that had passed away since the last gathering of Corsairs in 2005. As the announcer read the list it became incredibly apparent just how quickly we're losing these pilots, soldiers, workers and other individuals that tru-

ly gave the best part of their lives to help the United States win the Second World War and return the world to peace.

Without a doubt Corsairs Over Connecticut was a well run show that provided an incredible amount to see and do within a short span of time. The field was also host to a car show, so no matter what motor powered vehicle you might have been interested in, the show had something for you.

One can only hope that with the 75th anniversary of the first flight of the Corsair in 2015, Sikorsky Memorial Airport in Stratford, Connecticut will be the host to another Corsairs Over Connecticut. Who knows, maybe they could even pull off getting two flights of four to fly in formation! If they do, you know that Corsair fans the country over will be making the trip to Connecticut to see them fly.



REPORTS FROM THE FIELD

We have some of the best airshow photographers helping us bring you amazing photographs and informative reviews from airshows all over North America and even the world. The following pages are stuffed with this outstanding coverage of recent airshows and aviation events.

If you would like to see your own photos and reviews here, just contact us and ask how to contribute. The only requirement is a passion for aviation!

Big Country Airfest - Dyess AFB, TX

Photos by Andy Nixon





Thunder Over The Empire - March ARB, CA

Article by Kevin Helm

Many organizers cancel their scheduled airshow if they are unable to secure a formation military jet demonstration team for fear of lack of sponsorships or attendance. March Air Reserve Base (ARB) in Riverside, CA found itself in such a position for the biennial May 1-2 airshow. Bucking the trend of many other airshows, March Field carried on with the "Airfest 2010 Thunder Over the Empire" show. The result was an estimated crowd of over 350,000 came during two days to watch a diverse array of military and civilian demonstrations. A 75-person air show planning committee and hundreds of other Team March workers made the biannual event a success.

Representing March ARB's 452nd AMW (AFR) was a KC-135 Stratotanker (336th ARS) and the C-17 Globemaster III West Coast Demo Team (729th AS). The USAF was also represented by the F-22 Raptor and F-15 Strike Eagle Demo Teams which performed TACDEM-Os and a Heritage Flight with the Planes of Fame P-38J Lightning and F-86F Sabre, with the latter also performing a solo demonstration. The US Navy was represented by the F/A-18F Super Hornet West Demo Team performing a TACDEMO and a tailhook Legacy Flight with a CAF FM-2 Wildcat. The US Coast Guard performed a rescue demo with a MH-60 Dol-



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phin from USCG Air Station Los Angeles located at LAX airport.

Regional aerial firefighting was represented by a California ANG (146th AW) C-130J equipped with the 3,400 gallon Modular Airborne Fire Fighting System II (MAFFS) and DC-10-30 "911" (10 Tanker Air Carrier) equipped with custom Erickson tanks totaling 12,000 gallons.

Civilian performers included John Coliver (SNJ-5 "War Dog 17"), Smoke-N-Thunder Jet Car, Tim Webber (Extra 300S), Tim Decker (Pitts S-2B), John Melby (Pitts "Muscle Bi-Plane"), Rob Harrison (ZLIN-50 "Tumbling Bear"). A variety of vintage warbirds flew as well as the local Aero Club (T-34s) and skydivers. One of

the final acts of the show was the impressive four-ship L-39 Patriots Jet Team from northern California who made their first appearance at March ARB with their new 2010 show.

There were also about 90

displays spread across the 1,000 acres of the base used for the show including a MQ-1 Predator UAV, B-52 (Barksdale), C-5B (Travis), KC-10, T-38 (Whiteman), C-40, C-45, and a F-16 (CA ANG).



Christopher Roberts

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Kevin Helm



Kevin Helm

Canadian Aviation Expo - Hamilton, ON

Article and Photos by Michael Rehbaum



The annual Canadian Aviation Expo was held for the second year in Hamilton Ontario at the facilities of the Canadian Warplane Heritage (CWH) museum. The Expo is an opportunity for civilian aviation manufactures and organizations to come together and show off their products and services.

One of the advantages of having the Expo at the CWH is that they also have an opportunity to participate and to show off their aircraft and current restorations. This gives the public a chance to see what the CWH has to offer and their aircraft just prior to air

show season beginning. Traditionally flights are also offered on several of the CWH's aircraft. Flights still occurred this year, but they were limited due to the inclement weather that especially limited flight operations on Saturday.

The exhibitors still were able to show off their products and services in the large hanger owned by the CWH. The exhibitors displayed the diversity of the Canadian aviation industry. Several aviation and flight schools were present as well as the Canadian Forces and organizations such as the Canadian Woman Pilot's association.

Exhibits also included aircraft flown in by Cessna, and Cirrus. Cessna brought in a very well appointed Grand Caravan and a 209. A mock up of the Cirrus SF-50 Vision Jet was also on the showroom floor. The jet truly has a very modern look to it and appears to have enough room to make it a comfortable way to travel. Cirrus is announcing additional information on this jet on June 9th so keep your eyes open to see what their plan for this aircraft is.

The CWH had all of their flying and static aircraft on display. Taking up a great deal of room in the center of the hanger is the

museums Avro Lancaster. The two port engines were out for repair work but it was promised that the "Lanc" would fly for the Mid-Atlantic Air Museum's World War II days in June.

One aircraft that is new to the museum is a late model TBM-3E General Motors Avenger. This aircraft had come out of fire bomber service but represented the last model of Avenger to see service with the Canadian Royal Navy. This model was in service from 1950-1953 before being replaced with the Grumman S-2 Tracker in 1954. This new acquisition gives

the CWH a chance to represent one of Canada's last Carrier aircraft. The airframe is in restoration but the Wright 2600 that was included in the donation only has 100 hours on it. CWH is excited to have a chance to represent this unique time in Canada's carrier aviation. The only major part of the airframe that they did not get in the donation was the original bomb bay doors. Due to its use as an aerial bomber the doors were removed at some point in its history.

The CWH's Bolingbrook restoration is also moving along. The

two parts of the fuselage are getting closer to being mated together and it was reported that the wings are close to being ready to be mated to the fuselage once it is put together.

Even with the less than ideal weather the 2010 Canadian Aviation Expo was still an informative event that showed off a great deal of Canada's aviation both past and present. Hosting the event in the large hanger of the CWH makes this a truly eclectic event that has something to offer for everyone.





Speed of Sound Open House and Airshow St. Joseph, MO

Photos by Chad Grosvenor





Corsicana Airsho - Corsicana, TX

Photos by Andy Nixon



*Joint Services Open House
Andrews AFB, MD*



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Steven King

Warbirds Over the Beach
Military Air Museum, Virginia Beach, VA
Photos by Ricky Matthews





Salute to Veterans Airshow - Columbia, MO

Photos by Chad Grosvenor





New York Air Show - Jones Beach, NY



Chris Adolor



Chris Brennan



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Southern Wisconsin AirFEST - Janesville, WI



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David Jacobson



Nate Burrows



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Thanks for Reading!